

U.S. COAST GUARD GUIDE TO REQUIREMENTS FOR UNINSPECTED PASSENGER VESSELS IN SOUTHEAST ALASKA



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A FEW LAST WORDSERROR! BOOKMARK NOT DEFINED.

INTRODUCTION

Overview

All vessels used to carry passengers for hire are required to meet certain safety standards. Those vessels under 100 Gross Tons, carrying 6 or fewer passengers for hire are commonly called Uninspected Passenger Vessels or "6-packs". Vessels over 100 Gross Tons but less than 200 Gross Tons are also Uninspected Passenger Vessels and may carry up to 12 passengers but are not specifically addressed in this pamphlet. Uninspected Passenger Vessels are regulated under the requirements are found in Title 46 Code of Federal Regulations (CFR) Subchapter C (Parts 1-40). Failure to meet these minimum requirements could be a violation of U.S. laws and regulations. Such a violation could result in a civil penalty against the owner and/or operator as well as Suspension & Revocation proceedings against the licensed operator of the vessel. You can order copies of these regulations by calling the Government Printing Office at (202) 512-1800; order by facsimile with a credit card at (202) 512-2233. You should request "Title 46, CFR parts 1 to 40." The CFR's may also be found on the Internet at <http://www.access.gpo.gov/nara/cfr/cfr-retrieve.html>. Owners and operators should be aware that compliance with the regulations meets only the minimum safety standards. Some of the information in this pamphlet is safety recommendations, which exceed the regulatory requirements. These recommendations are the result of years of studying vessel accidents and determining the best ways to achieve safety.

Licensed operators of passenger vessels have responsibilities far beyond that of the pleasure boater. In addition, charter vessel operators are subject to a great deal of public scrutiny. Even operators that operate in a highly professional manner can easily find themselves in a confrontation with other vessels or operators. Practicing good manners, patience, and politeness establishes you as a professional, and contributes to a safer marine environment. If you observe a situation that endangers life or property, report it to the Coast Guard or local law enforcement.

Disclaimer

This pamphlet is a brief summary of some of the requirements for Uninspected Passenger Vessels. It is not intended to be all encompassing, nor does it overrule laws or regulation. All owners and operators should be familiar with the regulations relating to there operations. This pamphlet was developed to assist Uninspected Passenger Vessel (UPV) owners and operators in meeting and understanding the requirements. Because requirements are being constantly being updated, it is your responsibility as **owners and operators** to keep up with the current rules and regulations.

In addition to the federal requirements mentioned in this pamphlet, owners and operators maybe required to comply with additional state and local regulations. To insure compliance with state boating laws in the State of Alaska, please contact the Alaska Office of Boating Safety, 550 W. 7th Avenue #1380, Anchorage, AK 99501, phone (907) 269-8705. You may also view their website on the Internet at www.dnr.state.ak.us/parks/boating.

Definitions

Carrying passengers for hire [46 CFR 24.10-3]. The carriage of any person or persons by a vessel for a valuable consideration, whether directly or indirectly flowing to the owner, charterer, operator, agent or any other person interested in the vessel.

Motorboat. [46 CFR 24.10-17] (a) This term means any vessel indicated in column 6 of Table 24.05-1(a), 65 feet in length or less which is equipped with propulsion machinery (including steam). The length shall be measured from end to end over the deck excluding sheer. This term includes a boat temporarily or permanently equipped with a detachable motor. For the purpose of this subchapter, motorboats are included under the term vessel unless specifically noted otherwise. The various length categories of motorboats are as follows: Any motorboat less than 16 feet in length. Any motorboat 16 feet or over and less than 26 feet in length. Any motorboat 26 feet or over and less than 40 feet in length. Any motorboat 40 feet or over and not more than 65 feet in length. (b) The expression "length shall be measured from end to end over the deck excluding sheer" means a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline. Bow sprits, bumpkins, rudders, outboard motor brackets, and similar fittings or attachments, are not to be included in the measurement. Length shall be stated in feet and inches.

Motor vessel [46 CFR 24.10-19] This term means any vessel more than 65 feet in length, which is propelled by machinery other than steam.

Passenger [46 CFR 24.10-23] A passenger is every person, other than the master and the members of the crew or other persons employed or engaged in any capacity on board a vessel in the business of that vessel. In the case of a vessel on an international voyage a child under one year of age is not counted as a passenger.

Passenger for hire [46 USC 2101(21a)].-- means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent or any other person having an interest in the vessel.

Uninspected Passenger Vessel [46 U.S.C. 2101(42)] means an uninspected vessel-- (A) of at least 100 gross tons as measured under section 14502 of this title, or an alternate tonnage measured under section 14302 of this title as prescribed by the Secretary under section 14104 of this title-- (i) carrying not more than 12 passengers, including at least one passenger for hire; or (ii) that is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; and (B) of less than 100 gross tons as measured under section 14502 of this title, or an alternate tonnage measured under section 14302 of this title as prescribed by the Secretary under section 14104 of this title-- (i) carrying not more than 6 passengers, including at least one passenger for hire; or (ii) that is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 6 passengers.

Uninspected vessel [46 USC 2101(43)] means a vessel not subject to inspection under section 3301 of this title that is not a recreational vessel.

OPERATOR REQUIREMENTS

Licensing (46 CFR 10 & 46 CFR 15.905)

All Uninspected Passenger Vessels carry passengers for hire, must be operated by an individual holding one of the following licenses:

- 1) *Operator of Uninspected Passenger Vessels* (OUPV),
- 2) *Master* (within any restrictions, other than gross tonnage limitations, on their license),
- 3) *Pilot* (within any restrictions, other than gross tonnage limitations, on their license),
- 4) *Mate* (other than Great Lakes, inland, or river vessels of not more than 200 gross tons, within any restrictions, other than gross tonnage limitations, on their license).

The Operator must have their original license onboard and made available for viewing. See 46 CFR 26.20.

There is a misconception that licenses are valid for one year after their expiration date. There is **NO GRACE PERIOD FOR OPERATING**. There is a grace period for license renewal only. You have up to 12 months after your license "expires" to renew without having to retake all of the tests.

VESSEL REQUIREMENTS

Vessel Documentation and Registration (46 CFR 67)

All motorized vessels operated in waters under federal jurisdiction are required to be either registered or documented (This includes ocean waters, rivers, and some large lakes in Alaska). If your vessel measures more than 5 NET TONS, and you carry passengers for hire, it must be "documented" by the Coast Guard for use other than pleasure (either coastwise and/or registry). It must also have a Certificate of Documentation (COD) on board bearing a valid endorsement for the activity in which it is engaged. Some vessels in the 26 to 30 ft. range may fall under 5 net tons and if so, they can be "state registered" and use state numbers. In Alaska, the U. S. Coast Guard Seventeenth District issues Certificates of Numbers (AK numbers). A certificate/registration is valid for 3 years. For boat registration questions, contact the Coast Guard District 17 office at (907) 463-2294, (800) 478-6381, or their website at www.uscg.mil/d17/d17rbs/d17rbs.htm.

Markings (33 CFR 173.27)

Any vessel required to be registered or documented must display its registration number (commonly referred to as AK numbers) or its documented name. The name or AK numbers must be painted on or permanently attached to each side of the forward half of the vessel with plain vertical block characters which contrast with the color of the background and be distinctly visible and legible. Registration numbers must be not less than three inches (3") in height and the documented name must be in 4-inch letters. Spaces or hyphens should be equal to the width of a letter other than "I" or a number other than "1," (Examples: AK 5678 EF or AK-5678-EF). On vessels so configured that a number on the hull or superstructure would not be easily visible, the number must be painted on or attached to a backing plate that is attached to the forward half of the vessel so that the number is visible from each side of the vessel. In addition, for documented vessels, the vessel's name and hailing port or homeport must be affixed on the stern in 4-inch letters and the Official Number must be permanently fixed to an "integral interior structural member" of the vessel (e.g. main beam, stringer or some rigid hull material). The numbers must be 3 inches in height.

Communications (33 CFR 26.03)

A radiotelephone (VHF-FM) is required on every power driven vessel of 20 meters (65.6 ft) or over. No station license is required for the typical uninspected passenger vessel carrying the normal types of transmitting equipment such as VHF-FM marine radios, radar, or an EPIRB. Licenses are required on any vessel, including a recreational vessel, on an international voyage if you have questions about this please contact the Federal Communications Commission by visiting their website at <http://www.fcc.gov/> or their Anchorage office at (907) 271-6343.

Personal Flotation Devices (PFDs)

Type I **with one for each** person onboard. It must have 31 square inches or 200 sq. cm. of retro-reflective material on the front and back. PFDs must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user. Any boat 16ft and longer (except canoes and kayaks) must also carry one Type IV (throwable) PFD. Wearable PFDs must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.). They should not be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them. Throwable devices must be immediately available for use.

Child PFD Requirements

The State of Alaska prevents the transportation of any person under 13 years of age in an open watercraft or on the deck of a watercraft unless the person is wearing a USCG Type I, II, or III PFD. You must have an appropriately sized Child PFD for every child on board.

Life Rings (46 CFR 25.25)

Life Rings are required on vessels 26 feet or more in length. You must have one 24" in diameter life ring with CG approval #160.050. The life ring must be readily available to be thrown to a person in the water.

Fire Extinguishers (46 CFR Parts 25 – 28)

All fire extinguishers must have CG approval #162.028 or have an Underwriters Laboratory Marine listing. Portable fire extinguishers without gauges must have inspection cards attached and must be inspected every 6 months. All pressure filled fire extinguishers must be hydrostatically pressure tested every 5 years.

Coast Guard approved extinguishers are handportable, either B-I or B-II classification and have a specific marine-type mounting bracket. It is recommended the extinguishers be mounted in a readily accessible position.

Minimum number of hand portable fire extinguishers required:

| Vessel Length | No Fixed System | With approved Fixed Systems |
|----------------------|---------------------------|-----------------------------|
| Less than 26' | 1 B-I | 0 |
| 26' to less than 40' | 2 B-I or 1 B-II | 1 B-I |
| 40' to 65' | 3 B-I or 1 B-II and 1 B-I | 2 B-I or 1 B-II |

Visual Distress Signals (33 CFR part 175.130)

All vessels are required to have visual distress signals that are Coast Guard approved, serviceable, and readily accessible. They are marked with a date showing the service life, which must not have expired. If pyrotechnic devices are selected, a minimum of six are required. That is, three signals for day use and three signals for night. Some pyrotechnic signals meet both day and night use requirements. Pyrotechnic devices should be stored in a cool, dry location. A watertight container painted red or orange and prominently marked "DISTRESS SIGNALS" is recommended. There are other combinations approved for day/night use. You can find a chart detailing the combinations in 33 CFR part 175.130.

Backfire Flame Control

(46 CFR 25.35)

Gasoline engines installed in a vessel after April 25, 1940, except outboard motors, must be equipped with an acceptable means of backfire flame control. The device must be suitably attached to the air intake with a flame tight connection and is required to be Coast Guard approved or comply with SAE J-1928 or UL 1111 standards and marked accordingly.

Sound Producing Device

(COLREGS72)

The navigation rules require sound signals to be made under certain circumstances. Meeting, crossing and overtaking situations described in the Navigation Rules section are examples of when sound signals are required. Vessels are also required to sound signals during periods of reduced visibility. Vessels 12 meters (39.4 feet) or more in length are required to carry on board a whistle or horn, and a bell. Any vessel less than 12 meters in length may carry a whistle or

horn, or some other means to make an efficient sound. Therefore, any vessel less than 12 meters in length is required to make an efficient sound signal to signal your intentions and to signal your position in periods of reduced visibility.

CHEMICAL TESTING REQUIREMENTS

Occasions for Drug and Alcohol Testing

The regulations require five types of testing:

Pre-employment: A crewmember must pass a drug test before an employer may employ him/her. A prospective crewmember who submits a urine sample cannot be employed until a negative test result is confirmed.

Periodic: Periodic tests are the responsibility of the individual mariner, not the marine employer, for transactions involving licenses. Drug test results must be submitted to the Coast Guard Regional Exam Center at the time of the transaction.

Random: An employer must conduct random drug testing of certain crewmembers at an annual rate of not less than 50%.

Reasonable cause: An employer shall require any crewmember who is reasonably suspected of using drugs to be tested for drugs and/or alcohol.

Post accident: A person (not necessarily a crewmember) who is directly involved in a serious marine incident must be tested for drugs and alcohol. Post-accident testing applies to all serious marine incidents involving commercial vessels regardless of flag of origin. More specifically, this includes crewmembers aboard foreign flag vessels who are directly involved in serious marine incidents occurring in U.S. waters.

Any crewmember who fails any required drug test must be removed from duties which directly affect the safe operation of the vessel as soon as practicable (or denied employment in the case of a pre-employment test). Marine employers must report positive tests to the Coast Guard for persons holding licenses or documents. Those personnel should expect revocation of their Coast Guard papers for drug use, and revocation or suspension of their Coast Guard papers for alcohol intoxication. That person may not return to work aboard a vessel until the Medical Review Officer determines that person is drug free and at low risk to return to drug use and any administrative hearing concerning their license or documents has been resolved.

The marine employer must also establish an Employee Assistance Program (EAP) for the employees, which includes drug and alcohol education and training.

For more detailed information on the chemical testing requirements please visit the web site at <http://www.uscg.mil/hq/g%2Dm/moa/dapihis.htm#toc> or call the Seventeenth District Drug and Alcohol Program Inspector at (907) 271-6714.

BEFORE GETTING UNDERWAY

Safety Orientation

Before getting underway, the operator in charge shall ensure that suitable public announcements, instructive placards, or both are provided in a manner that affords all passengers the opportunity to be acquainted with:

- Locations of life preservers and the proper method of donning the type carried on the vessel,
- The location and other information regarding any other lifesaving devices on board, and
- The location and content of the Emergency Check-off List. See 46 CFR 26.03-2

Emergency Instructions

Ensure that an Emergency Check-off List is posted in a conspicuous, continuously accessible place to serve as notice to the passengers, and a reminder to the crew, of precautionary measures which may be necessary in the event of an emergency situation. Except where any part of the emergency instructions is deemed unnecessary by the OCMI, the Emergency Check-off List must contain the applicable portions of the three Emergency Check-off Lists in Appendix 1. See 46 CFR 26.03-2.

Personnel Watchstanding (46 U.S.C. 8104)

For vessels operating on ocean and coastwise waters; a licensed individual may not be required to work more than 9 of 24 hours when in port, including the date of arrival, or more than 12 or 24 hours at sea, except in an emergency when life or property are endangered.

ENVIRONMENTAL REGULATIONS

General Requirements (33 CFR 155.770)

No person may intentionally drain oil or hazardous materials from any source into the bilge.

Placard Requirements (33 CFR 155.450)

Vessels 26 ft or more in length must have a placard posted in the machinery space or at the bilge switch. The placard must be at least 5 by 8 inches, made of durable material, and shall state:

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a substantial civil penalties and/or criminal sanctions including fines and imprisonment.

Marine Sanitation Device (MSD) (33 CFR 159)

No uninspected passenger vessel with an installed toilet may operate in U.S. navigable waters without an approved and operable Type I, II or III MSD:

- Type I means a device that, under the test conditions described in 33 CFR 159.123 and 159.125, produces an effluent (discharge) having a fecal coliform bacteria count not greater than 1,000 per 100 milliliters and no visible solids
- Type II means a device that, under the test conditions described in 33 CFR 159.126 and 159.126a, produces an effluent having a fecal coliform bacteria count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter
- Type III means a device that is designed to prevent the overboard discharge of treated or untreated sewage or waste derived from sewage. Holding tanks can be discharged over the side no closer than three nautical miles from land
- If a Type III MSD has a "Y" valve that allows discharge over the deck to a facility or through the hull over the side, the valve must be secured in U.S. navigable waters to prohibit accidental discharges overboard
- All MSDs must have an identification placard attached. See 33 CFR 159.55
- All MSDs must have placards that provide operating instructions, safety precautions, and warnings pertinent to the MSD. The letters on the placard must be at least one eighth of an inch. See 33 CFR 159.59
- After January 30, 1980, new vessels with installed toilet facilities must be equipped with a Type II or III MSD. A new vessel includes any vessel, the construction of which is initiated on or after January 30, 1975. An exception is an operable Type I MSD installed before January 31, 1980 that is properly labeled. See 33 CFR 159.7(b)
- After January 30, 1980, existing vessels (not new vessels) with installed toilet facilities must be equipped with a Type II or III MSD. An exception is an operable Type I MSD installed before January 31, 1978 that is properly labeled. See 33 CFR 159.7(c)
- Any vessel 65' or under in length may utilize a properly labeled and functioning Type I MSD
- Portable toilets or "porta-potties" are not considered installed toilets and are not subject to MSD regulations

Dumping Requirements (33 CFR 151.66)

The Act to Prevent Pollution from Ships (MARPOL ANNEX V) places limitations on the discharge of garbage from vessels. It is illegal to dump plastic trash anywhere in the ocean or navigable waters of the United States. It is also illegal to discharge garbage in the navigable waters of the United States, including the Great Lakes. The discharge of other types of garbage is permitted outside of specific distances offshore as determined by the nature of that garbage.

Garbage Placards (33 CFR 151.59)

Vessels 26 feet or more in length must display garbage placards that are:

- Made of durable material and nine inches wide by four inches high with letters at least 1/8" high
- Displayed in prominent locations and in sufficient numbers to be read by the crew and passengers

The placard must notify the reader of the following:

- Discharge of plastic or garbage mixed with plastic into any waters is prohibited
- Discharge of garbage is prohibited in U.S. navigable waters and in all other waters within three nautical miles of the nearest land
- Discharge of dunnage, lining, and packing materials that float is prohibited within 25 nautical miles of the nearest land
- Other unground garbage may be discharged beyond 12 nautical miles from the nearest land
- Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land
- Violators are liable for civil penalties up to \$25,000, fines up to \$50,000, and imprisonment for up to five years per violation

Garbage Type Discharge

- Plastics – includes synthetic ropes, fishing nets, and plastic bags. Prohibited in all areas.
- Floating dunnage, lining and packing materials. Prohibited less than 25 miles from nearest land
- Food waste, paper, rags, glass, metal, bottles, crockery and similar refuse. Prohibited less than 12 miles from nearest land.
- Comminuted or ground food waste, paper, rags, glass, etc. Prohibited less than 3 miles from nearest land.

Waste Management Plan (33 CFR 151.57)

United States oceangoing vessels of 40 feet or longer, which are engaged in commerce or are equipped with a galley and berthing, must have a written Waste Management Plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out the plan.

Sample Waste Management Plan

Waste Management Plan for (Vessel Name): _____

Person in Charge: _____

Solid Waste Management Procedures:

- All vessel refuse is put in garbage bags and stored on board until it can be disposed of in dumpsters on shore. This policy is reviewed with all crew members.

If the vessel is outside of 12 miles from shore:

- All the garbage with the exception of food materials and paper is put in a garbage bag to be hauled to the dockside trash receptacle at trip's end. Food materials and paper generated in the galley are collected in a bucket (or in a paper bag or cardboard box) and the bucket emptied over the side (or the food filled bag or box is thrown overboard) by a crew member.

If the vessel is within 12 miles of shore or returning to shore:

- All refuse materials are put in garbage bags and stored on board until the end of the trip when the deckhand disposes of the bags in the dockside trash receptacles.

Crew Education:

- At the beginning of each season all crew members are reminded of the refuse discharge laws and shown the MARPOL V placard posted in the galley. Crew is told that it is vessel policy to stow all garbage materials on board except for food and paper when the vessel is outside of 12 miles. The captain orients all new crew and passengers to the rules governing the vessel including refuse laws and refuse handling.

NAVIGATION RULES

Navigation Rules Book (COLREGS72)

The operator of a vessel 12 meters (39.4 feet) or greater is responsible for having on board and maintaining a copy of the navigation rules. For further information consult the "NAVIGATION RULES" International-Inland (Commandant Instruction M16672.2D Series)

Copies of the rules may be obtained from the Superintendent of Documents, U.S. Government Printing Office, P.O. Box 371954, Pittsburgh, PA 15250-7954 tel. (202) 783-3238.

Navigation Lights (COLREGS72)

Charter vessels are required to display navigation lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze etc.). The U.S. Coast Guard Navigation Rules, International-Inland encompasses lighting requirements for every description of watercraft. The information provided here is intended for power-driven vessels less than 20 meters.

A power driven vessel while underway shall display:

- A white masthead light placed over the fore and aft centerline of the vessel and facing forward with an arc of visibility of 225 degrees
- Red and green sidelights (red to port/green to starboard), with an arc of visibility of 112.5 degrees from dead ahead to the stern
- A white stern light facing aft with an arc of visibility of 135 degrees.

The masthead light, or the all-round light of a power-driven vessel of less than 12 meters (39.4ft) in length shall be carried at least one meter (3.3ft) higher than the sidelights. See Navigation Rules, Annex 1

On a power-driven vessel of less than 12 meters (39.4 feet) in length, one all around (360 degrees) white light may be substituted for both the masthead and stern light. See Navigation Rules, Rule 23

On a vessel of less than 20 meters (65.6 feet) in length, sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel. On vessels of less than 12 meters (39.4 feet), sidelights combined in one lantern shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

Power-driven vessels of less than 20 meters, shall exhibit navigation lights as shown in Figure 1.

Vessels of less than 12 meters in length, may show the lights in either Figure 1 or Figure 2.

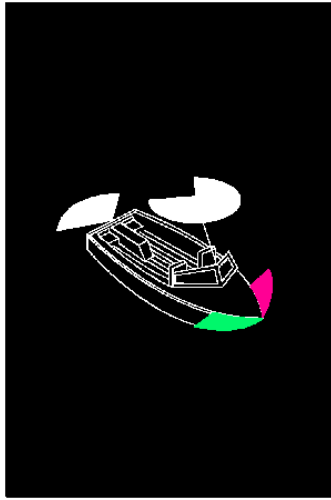


FIGURE 1

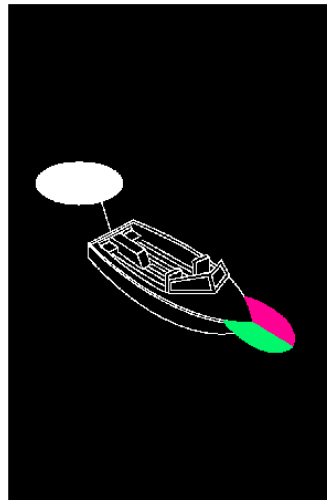


FIGURE 2

360 Degree White Lights

Some captains have asked if the 32 point (360 Deg) white light that is used for anchoring can also be used as a navigation light in lieu of the red/green light when they are chasing fish at night. This is referenced in Rule 23 of the NAV RULES. Rule 23 states a power-driven vessel of less than 7 meters (23ft) in length whose maximum speed does not exceed 7 knots, may in lieu of the prescribed light, show the 32 point white light. The maximum speed referred to, is the speed the boat is capable of, not the speed at the time. Most boats can make better speed than 7 knots or 8.5 MPH.

Another issue is the placement of the 32-point white stern light that many operators install on their outboard engine covers.

Rules 23 states vessels less than 12 meters (36 ft) in length, may in lieu of the lights prescribed in paragraph (a) of Rule 21 display a 32 pt (360 degree) white light along with the sidelights.

Let's look at what is happening on the water. Some boaters are buying 32 point (360 deg) white lights and mounting them to the backside of the engine cowling. When you mount the 32 point light on the engine cover **it must be seen in 360 degrees. If you or the boat's structure** block the light then you will be required to either raise the light higher or purchase and display both the proper 12 point (135 deg) stern and 20 point (225 deg) masthead lights.

MARINE CASUALTY REPORTING

Notice of Marine Casualty (46 CFR 4.05-1)

Immediately after addressing safety concerns, the owner, master, operator, or person in charge shall notify the nearest Marine Safety Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting of:

- An unintended grounding, or an unintended strike of a bridge
- An intended grounding or an intended strike of a bridge, that creates a hazard to navigation, the environment, or safety of a vessel
- A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
- An occurrence adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power generating equipment, or bilge-pumping systems
- A loss of life

- An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
- An occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage

Written Report of Marine Casualty (46 CFR 4.05-10)

The owner, agent, master, operator, or person in charge shall, within five days, file a written report of any marine casualty. This written report is in addition to the immediate notice required by 46 CFR 4.05-1 and must:

- Be delivered to a Coast Guard Marine Safety Office or detachment
- Be provided on Form CG-2692 (Report of Marine Accident, Injury or Death)
- Be supplemented as necessary by appended Forms CG-2692A (Barge Addendum) and CG-2692B (Report of Required Chemical Drug & Alcohol Testing following a Serious Marine Incident)

The Marine Casualty Report Forms (CG-2692) are available at any Marine Safety Office or detachment. They are also available on the Internet at www.uscg.mil/hq/g-m/moa/repor.htm.

Serious Marine Incident (46 CFR 4.03-2)

A serious marine incident involving a vessel in commercial service includes any marine casualty or accident that results in any of the following:

- One or more deaths
- An injury to a crewmember, passenger, or other person which requires professional medical treatment (treatment beyond first aid) and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform his or her routine duties
- An occurrence causing property damage in excess of \$100,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage
- Actual or constructive total loss of any self-propelled vessel of 100 gross tons or more
- A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty
- A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty

A serious marine incident requires action by the marine employer to conduct the **chemical testing** required by 46 CFR 16.240.

ADDITIONAL SAFETY RECOMMENDATIONS

As stated earlier, the regulations and requirements discussed in this booklet meet the minimum safety standards. The following is a list of items and practices that are intended to increase safety. The cold waters and unpredictable weather of Southeast Alaska present a higher level of risk and therefore deserve a greater measure of caution. These recommendations are the result of years of studying vessel accidents and determining the best ways to achieve safety. Although not required for most Uninspected Passenger Vessel operations in Southeast Alaska, they are highly recommended by the U.S. Coast Guard to increase safety and reduce the risk of a serious incident.

Passenger Manifest

Owners and operators of charter vessels are encouraged to file a float plan with a full passenger manifest and leave it with someone ashore prior to departing. In case of an accident, this manifest gives the Coast Guard a definite number

of people they should be searching for. This practice only takes a few minutes and can make the difference between life and death.

Secondary Communications

The VHF-FM radio is considered a standard piece of equipment in most charter vessels. It can be the most important lifesaving device in an emergency situation. However, the standard mounted VHF-FM system can fail when it's needed the most. A secondary means of communications can be an inexpensive and vital tool in an emergency. We recommend a **handheld VHF-FM radio** be carried on board as a back up system. Cellular phones may not be the best choice due to limited coverage areas and the inability to send a simultaneous distress call to all vessels in the area.

EPIRB

EPIRB stands for Emergency Position Indicating Radio Beacon. Many fishermen in Alaska owe their lives to this device. They can be mounted on virtually any vessel and are designed to float free in case of a sinking or capsize.

Satellite EPIRBs (406 MHz) are designed to quickly and reliably alert rescue forces, indicate an accurate distress position, and guide rescue units to the distress scene, even when all other communications fail. Satellite EPIRBs, operate as part of a worldwide distress system. An international satellite constellation maintains a vigilant, global "listening" watch for satellite EPIRB distress signals. The National Oceanic and Atmospheric Administration (NOAA) operates satellites, ground stations, and an alert distribution system serving the U.S. and international community.

When activated, the satellite EPIRB transmits a distress signal with a beacon-unique identifying code. The system detects the signal, calculates an accurate distress position, checks the unique identifying code against the EPIRB registration database (vessel and point of contact information supplied by the owner) and routes the distress alert with registration information to the responsible U.S. Coast Guard (or international) Rescue Coordination Center (RCC). Satellite EPIRBs also include a homing beacon and strobe to help rescue forces quickly locate the distress scene.

Satellite beacons have significant coverage, alerting timeliness, position accuracy, and signaling advantages over other types of EPIRBs (121.5 MHz). Before purchasing or using an other-than-406MHz EPIRB, be sure you understand its capabilities and limitations.

Weather

Anyone who has spent a season in Southeast Alaska knows that the weather here can change dramatically in just a few hours and turn a flat calm day into a maelstrom. Check weather warnings and forecasts both before leaving shore and while at sea. Remain watchful for signs of bad weather and listen to NOAA Weather Radio broadcasts on your VHF radio.

Life Raft

An inflatable life raft can provide a survival platform for an extended period of time. Make sure the life raft is large enough for everyone on board. It should have the appropriate emergency equipment pack, and should be professionally serviced periodically, according to the manufacturer's instructions. Coast Guard approved life rafts must meet a number of stringent material and performance standards.

A less expensive option for the inside waters of Southeast Alaska is an inflatable boat or a dinghy. The dinghy, inflatable or solid hull, should be in good condition and large enough for everyone on board. The disadvantage to these types of craft is that they may not be as readily available in an emergency or as stable in rough seas as a Coast Guard approved life raft.

High Water Bilge Alarm and Pump

A high water bilge alarm can provide early warning to a substantial problem while out at sea. They can also prevent thousands of dollars in damage by alerting a harbor master or other person when the vessel is tied to a dock and the operator is away. A bilge pump can handle small amounts of flooding and may give a vessel time to reach safety in instances of heavier flooding.

First Aid Kit

A well-stocked first aid kit and book are an essential item to have on board any vessel.

Charts and Compass

All vessels should carry a compass and charts for the areas in which they operate.

Oil Absorbent Pads

Oil absorbent pads should be kept on board to prevent damaging the environment and a costly fine in case of a fuel spill.

Training

Operators and crew members should be trained and certified in First Aid and CPR. Operators and crew should also conduct fire, abandon ship, and man overboard drills at least one a month.

Area Concerns

During the summer months, harbors in Juneau, Ketchikan, and Sitka are extremely busy and congested. Anchored cruise ships, float planes, kayaks, and other personal water craft require an increased level of awareness for continued safe operation of all concerned. Vessel operators in Tracy Arm Fjord, LeConte Bay, and other remote areas and narrow inlets may experience a loss of communications with VHF-FM radio while in these locations. If you experience difficulty in transmitting or receiving a signal, move to an open location where the signal cannot be blocked by high ridgelines or mountains. The Coast Guard highly recommends that all vessel operators obtain a copy and read the *Southeast Alaska Voluntary Waterway Guide*, the *Tongass Narrows Users Guide*, and the *Tour Operator's Guidelines for Vessel Operations in Tracy Arm Fjord* for area specific rules and hazards. For copies, contact your local Marine Safety Office or Detachment or visit our website at www.uscg.mil/d17/msojuneau.

The 5 Star Safety Program

The 5 Star Safety Program is designed to elevate the safety of uninspected, and some classes of inspected, passenger vessels operating in Alaska through applying Coast Guard “Prevention Through People” principles of “shared commitment” and use of “non-regulatory solutions”. The 5 Star Safety Program outlines 5 levels of safety voluntarily provided by vessel owners and operators. Current information on the program may be obtained on the following web site; <http://www.akrrt.org/spvtaskforce/6pac>. Or you may contact your local Marine Safety Office or Detachment for more details.

A Few Last Words from the USCG Captain of the Port, Southeast Alaska

I hope that you have found the information in this pamphlet helpful. The safety of crew and passengers should be the number one priority for charter boat operators and the Coast Guard. Working together, we can significantly improve safety in Southeast Alaska waters.